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BROOKFIELD
DOVER
DURHAM
FARMINGTON
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MADBURY
MIDDLETON
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NEWMARKET
NORTHWOOD
NOTTINGHAM
ROCHESTER
ROLLINSFORD
SOMERSWORTH
STRAFFORD
WAKEFIELD

Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting

Friday, March 1st 2019 9:00 – 10:30 AM

Strafford Regional Planning Commission
150 Wakefield Street, Suite 12, Conference Room 1A
Rochester, NH

AGENDA

- 1. Introductions**
- 2. Staff Communications**
- 3. Action Item(s)**
 - 3.1. Minutes from February 1st 2019 [VOTE]
 - 3.2. Appointment of Interim Vice Chair
- 4. Discussion Items**
 - 4.1. 2020-2021 Unified Planning Work Program
 - 4.2. Ten Year Plan project scoring take-home sheet
 - 4.3. New Hampshire Statewide Bicycle and Pedestrian Plan: Presentation from Alta Planning
- 5. Project Updates**
- 6. Other Business**
- 7. Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes
- 8. Adjournment**

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call (603) 994-3500 or email srpc@strafford.org.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others, or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as citizen forum, public hearings, public comment periods, outreach events, seminars, workshops, listening sessions, etc.

**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
150 Wakefield Street, Suite 12, Conference Room 1A
Rochester, NH 03867**

Meeting Minutes

Friday, February 1, 2019

9 – 11 a.m.

The meeting was called to order with a quorum at 9:12 a.m.

Introductions

Committee Members Present: James Campbell (Linda Dusenberry (NHDOT), Scott Kinmond (New Durham), Dianne Smith (Brookfield), Marcia Gasses (Barrington), Dianne Smith (Brookfield), Shanna Saunders (Somersworth), Elizabeth Strachan (NHDES), Michael Williams (COAST), Gretchen Young (Dover)

Staff Members Present: Jennifer Czysz (Executive Director), Colin Lentz (Senior Transportation Planner), Rachel Dewey (Planner)

1. Staff Communications

2. Action Item(s)

2.1. Minutes from January 4th 2019 [VOTE]

D. Smith made a motion to accept the minutes as written
Seconded by S. Kinmond
Vote: Unanimous in favor (L. Dusenberry abstaining)

2.2. Safety Performance Targets for 2019

R. Dewey presented information on the setting of safety performance measures that is required for MPOs every February. She described the federal measures required for targets:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

R. Dewey explained that MPO staff were recommending that the TAC and Policy Committees adopt the targets set by NHDOT in June of 2018. She showed the state targets (table below) and noted that targets are based on a five-year rolling average. This is an incremental approach to improving safety on public highways. R. Dewey explained that New Hampshire's underlying goal is to have zero deaths on public highways so supporting the state target of 116 fatalities is not saying that 116 fatalities is acceptable. It is a benchmark by which to measure success. M. Gasses pointed out that after the state set targets in June, the number of fatal crashes had increased dramatically to end the year at 145. R. Dewey acknowledged this and noted that an unexpected number of crashes had occurred in the 2018 calendar

year. This will impact future target setting because year five had fewer fatal crashes but will be removed from the five-year rolling average, while the most recent year with 145 will be added. This will skew the curve up and dictate a rising target, rather than a lower one (which is a confusing message).

Statewide 2019 Safety Performance data and targets based on 5-year rolling average (2013-2017)					
Measure	2017 Value	Previous	Current	2019 Target	SRPC target: Not more than...
Number of Fatalities:	102	117.6	116.4	116.4	10% (15)
Rate of Fatalities:	0.746	0.900	.881	0.879	1.244
Number of Serious Injuries:	410	499.8	457.2	433.2	11% (46)
Rate of Serious Injuries:	3.567	3.847	3.462	3.207	5.323
Non-Motorized Fatalities and Non-motorized Serious Injuries:	54	56.4	53.4	53.4	14% (8)

R. Dewey highlighted the regional proportion of fatalities and injuries in the table. This is a regional benchmark to track how many of the total statewide fatalities and severe injuries happen in the Strafford region.

R. Dewey explained that a new statewide database is being implemented that would be a single source of crash data that state agencies would have access to. This will improve data access and reporting that support crash analysis and project development.

M. Williams observed that the trend in statewide crashes was surprisingly consistent – with a symmetrical wave pattern with alternating high and low crash years. Dewey noted that long-term trends in crashes are affected by the national economy – when economic downturns result in higher unemployment, there are fewer people driving.

M. Williams asked what the region’s proportion of statewide VMT is. R. Dewey displayed a separate spreadsheet that showed the region had a slightly higher rate of fatal and severe crashes compared to the state average. D. Smith asked if staff had analyzed why the rate was higher. R. Dewey responded that it wasn’t anything infrastructure related due to the randomness of crashes, but she would have to look into specific causes. Members discussed various causal effects of crashes. J. Czynski noted that Strafford County had the highest rate of hospital admissions due to substance abuse in NH [health and human services data].

M. Williams asked what the real impact of target setting was on decision-making, project development, and other MPO or state actions. C. Lentz responded that the critical factor will be laws such as the hands-free law, and enabling police to enforce laws. Performance targets are a valuable tool in engaging decision-makers and demonstrating the need for highway safety laws.

S. Kinmond suggested that it would be beneficial to separate crash data by specific causes. For example separate out the crashes that are related to infrastructure vs. the ones caused by human error. R. Dewey agreed but noted that such analyses were limited until the statewide database update was complete. M. Gassess asked how many police departments in the region had equipment like

computerized reporting that was compatible with the new statewide database and GPS units in cruisers. R. Dewey said some cities like Dover and Somersworth had equipment like GPS units, but their computerized systems if they have them may not be compatible with the state database.

S. Kinmond suggested that his experience was that crash reporting was one of the weakest areas for local police training, and a great opportunity for RPCs to engage law enforcement. R. Dewey said she had been in contact with local police departments about crash reporting.

R. Dewey provided information on motorcycle fatalities at the regional level. She noted that the graph looked drastic but that was because fatal motorcycle crashes varied between 0 and 3 per year in the Strafford region. She said the MPOs had included motorcycle fatalities as a supplemental measure. Members discussed the possible causes of motorcycle crashes in NH. R. Dewey noted that there were generally very few motorcycle crashes during NH Bike Week – most likely because there are so many motorcycles, drivers have higher visibility.

M. Gasses made a motion to recommend to the Policy Committee that Strafford MPO adopt and support the state safety targets.

Seconded by S. Kinmond

2.3. 2019-2022 Draft Transportation Improvement Program (TIP) and 2019-2040 Metropolitan Transportation Plan

C. Lentz provide a presentation on the draft TIP, including new projects and completed projects, public transit funding, fiscal constraint, and what projects are associated with federal performance measures. He noted several improvements to the internal TIP management processes that were planned for the near future. These included implementing a new project database that would make regular project tracking more efficient, a process for tracking obligated funds throughout the year, and projecting what projects were next in the queue of the statewide Ten Year Plan.

D. Smith asked why turnpike projects were included in the TIP when turnpike funding was not included in fiscal constraint calculations and the turnpike did not use federal funding. C. Lentz explained that he included turnpike projects in the TIP because they are important for improving the regional network.

C. Lentz's presentation continued with updates to the Financial Chapter of the Metropolitan Transportation Plan. When the TIP gets updated, new projects move into the TIP from the Ten Year Plan, and the out-years projects in the Metro Plan need to be updated. This impacts fiscal constraint in all three plans, so the TIP and financial chapter and project list of the Metro Plan must be updated concurrently. C. Lentz presented fiscal constraint information, including estimated funding for individual projects, public transit, and regional highway operations and maintenance. He identified several improvements to be made to the overall Metro Plan over the spring and summer: establishing specific goals and objectives that are tied to projects; more realistically tying projects to regional data, performance trends, and timeframes; utilize tools like the travel demand model; and ensuring projects have accurate scopes and cost estimates.

E. Strachan asked when the public comment period was ending; she needed to check the air quality language in the documents and may have comments in the future. C. Lentz said the comment period was ending on February 14th before the public hearing on the 15th (at the Policy Committee meeting).

M. Gasses made a motion to recommend the draft TIP and Metro Plan to the Policy Committee.

Seconded by S. Saunders.
Vote: Unanimous in favor

3. Discussion Items

3.1. Transportation Alternative Program – project scoring results

C. Lentz explained that NHDOT had released its scoring results for Transportation Alternative Program (TAP) project applications. He said he was surprised at the result because none of the projects submitted from the region was selected. NHDOT’s scoring process included the results of the process facilitated by the Regional Planning Commissions, but C. Lentz said he was not alone among the RPCs in feeling that the scoring process lacked transparency and the results lacked equity.

M. Gasses asked if one particular region benefitted over the others. C. Lentz responded that several regions did not receive any funding, while a majority of the funding went to a handful of regions (he couldn’t remember which ones off-hand). He noted that the regions that had fared well in the scoring had been very vocal about the lack of transparency and equity in the scoring process.

G. Young asked if there were data on the cost to municipalities for administering federally funded projects through the Local Public Agency process. Members discussed the complicated process and cost to communities in navigating the Local Public Agency process.

4. Project Updates

4.1. FHWA Connectivity pilot project – regional bicycle level of stress analysis

C. Lentz explained that he had started working on a project with five other RPCs and Plymouth State University to conduct a region-wide analysis of bicycle level-of-stress. Regional analyses will be incorporated into a model developed by Plymouth State University that will map level-of-stress and identify gaps in the transportation network for cyclists.

L. Strachan noted that the timing was good because a consultant was working on a Statewide Bicycle & Pedestrian Plan.

5. Other Business

L. Strachan noted that the state contract for municipal vehicles was recently released. Municipalities can apply for funding to replace a town/city-owned vehicle with alternative fuel or electric alternatives.

6. Citizen’s Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes

No citizens brought forward comments at the meeting

7. Adjournment

J. Campbell moved to adjourn

Seconded by S. Saunders

The meeting adjourned at 10:45 a.m.

Approved by
Name Printed: _____

Signed: _____

Date: _____

February 19, 2019

New Hampshire DOT Statewide Pedestrian & Bicycle Transportation Plan and Economic Impact Study

Technical Memorandum #1 Existing Conditions Assessment



PREPARED FOR



PREPARED BY



IN ASSOCIATION WITH

Resource Systems Group, Inc.
Economic Development Research (EDR) Group

1.9 Vision, Goals & Objectives, and Performance Measures

State of New Hampshire strives to increase walking and bicycling by residents, workers, and visitors of all ages and abilities. The Plan’s vision, goals and objectives will guide the planning, funding and implementation of improved pedestrian and bicycle safety and access and inform transportation-related policies and programs. In aggregate, these improvements will bring significant benefits to the State of New Hampshire and for all users of state highways and local roadways.

1.9.1 Definitions

A **Vision** is a broad statement, both inspirational and aspirational, that defines the desired future state of walking and bicycling in New Hampshire.

Goals are general statements of what the people who live, work or visit New Hampshire hope to achieve over time.

Objectives are more-specific action items that will help to achieve the goals.

Performance Measures are typically annual data-driven benchmarks that help the state gauge progress towards the Plan’s goals and objectives.

Responsible Parties are state, regional and local agencies expected to take the lead in monitoring data points to meet the recommended Performance Measures for each Goal. In some cases, non-profits may be included as a responsible party.

Other various terms used include:

- **Pedestrian** – includes people walking, running, jogging, using a wheelchair or mobility-assist device, and transit users
- **Walk/Bike Network** – a collection of facilities designed to provide spaces for walking and bicycling, which includes roadway shoulders, sidewalks, trails and bike lanes
- **State Highways** – roadways owned and maintained by the NH Department of Transportation, both numbered and unnumbered
- **All Ages and Abilities** – pedestrian and bicycle facilities designed for a high level of comfort and safety, typically separated from motor vehicle traffic
- **Complete Streets** – roadways that provide safe access for all road users, including motorists, pedestrians, bicyclists and transit users
- **ADA** – Americans with Disabilities Act, which requires access for people with a wide range of disabilities, with minor exceptions
- **Underserved Communities** – includes neighborhoods and groups of people who are lower income and typically more dependent on transit, bicycling and walking than the New Hampshire average

1.9.2 Vision

The State of New Hampshire will provide safe access for pedestrians and bicyclists through new and improved policies, and by creating a connected network of pedestrian, transit and bicycle facilities for a wide variety of users and trip purposes. These enhancements will improve safety, encourage new business and enhance the quality of life for residents and visitors throughout the Granite State.

1.9.3 Goals, Objectives and Performance Measures

The development of the Statewide Pedestrian and Bicycle Transportation Plan will be guided by seven goals intended to support the Vision described above. Each of the goals are supported by a handful of objectives intended to further flesh-out the goal with an achievable action item. The seven goals include:

GOAL 1 – NETWORK: Connect the State’s Network of Walking and Bicycling Routes

GOAL 2 – DESIGN: Reduce the Level of Stress Experienced by Pedestrian and Bicyclist on State Highways and Local Roads

GOAL 3 – POLICY: Develop Stronger State Policies That Promote Walking and Bicycling

GOAL 4 – EQUITY: Promote Equity in Pedestrian and Bicycle Planning and Funding

GOAL 5 – SAFETY: Increase Pedestrian and Bicycle Safety with Policies and Programs

GOAL 6 – ECONOMY: Leverage Walking and Bicycling to Promote Economic Development

GOAL 7 – HEALTH: Improve Public Health through Walking and Bicycling

GOAL 1 – NETWORK: Connect the State’s Network of Walking and Bicycling Routes

OBJECTIVE		Responsible Parties
1.1	Complete regional and local connections through an on-street network that more-seamlessly links city and town centers with rural areas	NHDOT, municipalities
1.2	Maximize pedestrian and bicycle access and safety in the vicinity of existing and future transit	NHDOT, municipalities
1.3	Work with Amtrak and the state’s various public transit providers to improve access for people wanting to travel with their bicycles onto trains and/or buses	NHDOT, municipalities and transit agencies
1.4	Prioritize investments in the walking and bicycling network to meet current, latent and future demand	NHDOT
1.5	Eliminate gaps in the rail trail and shared use path network	NHDOT, municipalities

1.6	Promote better links between destinations with improved pedestrian and bicycle facilities	NHDOT, RPCs
1.7	Track progress and impact of Goal #1 through Performance Measures	
	1 – Percentage increase in miles of sidewalks (on both sides), trails/paths and on-street bicycle facilities (e.g. 50% increase in 2019 miles by 2025, 100% by 2030 and 200% by 2035)	NHDOT
	2 - Number of rail trail/shared use path gaps eliminated	NHDOT
	3 – Percentage of New Hampshire residents who live within one mile of a rail trail, shared use path or bike lane	NHDOT

GOAL 2 – DESIGN: Reduce the Level of Stress Experienced by Pedestrian and Bicyclist on State Highways and Local Roads

OBJECTIVE		Responsible Parties
2.1	Provide sidewalks on both sides of the street and safe crossings on state highways and local arterial/collector streets that run through areas with concentrated commercial and/or residential land uses (where traffic volumes are >2,000 vehicle trips/day)	NHDOT, RPCs, municipalities
2.2	Facilitate crosswalks on state roadways and local arterial and collector streets with, where warranted, traffic signals, median refuge islands, active warning beacons or marked crosswalks	NHDOT, RPCs, municipalities
2.3	Design "all ages and abilities" bicycle facilities that provide safe bicycle travel ²⁹	NHDOT, municipalities
2.4	Allocate <i>at least</i> 4' wide shoulders on all numbered and non-numbered state highway reconstruction projects, with minimum of 2'-6" wide shoulders for resurfacing projects where significant constraints exist	NHDOT
2.5	Utilize design guidance for roadway projects to ensure consistent treatment of pedestrian and bicycle infrastructure	NHDOT, RPCs, municipalities
2.6	Incorporate traffic calming through innovative roadway design elements (e.g. narrower lanes, on-street parking with bump-outs, roundabouts, raised speed reduction medians, horizontal and vertical deflection, changing one-way streets to two-way, etc.) and flexible speed-limit policies that increase safety on state highways	NHDOT, RPCs, municipalities
2.7	Track progress and impact of Goal #2 through Performance Measures	

²⁹ For more information, see the Creating Cities for All website at <https://www.880cities.org/>

	1 – Number of designated sidewalk gaps on state highways eliminated	NHDOT, CSAC
	2 – Number of marked ped. crossings implemented on state highways	NHDOT
	3 – Miles of “all ages and abilities” bicycle facilities	NHDOT, RPCs
	4 – Linear miles of state highways with usable shoulders having a minimum 4’-0” width	NHDOT

GOAL 3 – POLICY: Develop Stronger State Policies That Promote Walking and Bicycling

OBJECTIVE		Responsible Parties
3.1	Establish dedicated local and statewide funding streams for trails and Complete Streets projects, as a complement to the federal Transportation Alternatives Program (TAP)	NHDOT, RPCs, municipalities
3.2	Establish dedicated local and statewide funding streams for maintenance of the statewide trail network, sidewalks and bicycle facilities	NHDOT, RPCs, municipalities
3.3	Establish policies and funding streams for winter maintenance on the statewide trail network and on sidewalks along state highways	NHDOT, RPCs, municipalities
3.4	Adopt a Complete Streets policy and accompanying project checklist that requires appropriate walking and bicycle accommodation in all publicly-funded roadway projects (except limited-access highways)	NHDOT, RPCs
3.5	Ensure appropriate coordination between roadway designers and local utility companies to mitigate impact of utility poles on pedestrian access and ADA compatibility	NHDOT, RPCs, municipalities
3.6	Develop additional encouragement and education materials to promote safe walking and bicycling	NHDOT, state police, local police
3.7	Conduct additional national “best practices” trainings for state transportation planners and engineers related to pedestrian and bicycle facility design (e.g. NACTO and the FHWA Small Town and Rural Multimodal Networks)	NHDOT, RPCs
3.8	Include pedestrian and bicycle traffic count data in all NHDOT traffic count data	RPCs, municipalities
3.9	Select priority pedestrian and bicycle traffic count locations by region, and coordinate with RPCs to invest in more robust data-collection equipment	NHDOT, RPCs
3.10	Update the New Hampshire Statewide Pedestrian and Bicycle Transportation Plan as warranted	NHDOT

3.11	Promote walking and bicycling to work by state employees through TDM programs that offer financial incentives	NHDOT, Dept. of Administrative Services
3.12	Develop a “Walking and Bicycling Benchmark Report” in order to track implementation of policies, programs and projects, and to quantify changes in the various Performance Measures laid out in this section of the report	NHDOT, RPCs, municipalities
3.13	Leverage new policies, programs and infrastructure projects in order to improve NH’s standing within the League of American Bicyclists bike-friendly state ranking (as of 2018, NH is ranked as #34)	NHDOT
3.14	Track progress and impact of Goal #3 through Performance Measures	
	1 – Percentage of capital and maintenance project funding that is dedicated to building and maintaining pedestrian and bicycle facilities	NHDOT
	2 – Number of NHDOT planning and engineering staff attending pedestrian and bicycle facility design trainings and workshops	NHDOT
	3 – Percentage change in the number of walking and/or bicycle trips at the state/regional count locations	RPCs and municipalities
	4 – Percent of state residents who walk, use transit and/or bicycle to reach work	RPCs and municipalities
	5 – Percent of state employees who walk, use transit and/or bicycle to reach work	NHDOT, NH Dept. of Administrative Services (DAS)
	6 – Percentage of state-owned buildings that have adequate bicycle parking	NHDOT, NHDAS
	7 – New Hampshire’s annual state ranking on the LAB’s Bike Friendly America program	NHDOT

GOAL 4 – EQUITY: Promote Equity in Pedestrian and Bicycle Planning and Funding

OBJECTIVE		Responsible Parties
4.1	Ensure federal and state transportation funds are used to invest in pedestrian and bicycle facilities in traditionally underserved communities	RPCs, RPCs, municipalities
4.2	Distribute project funding to all regions of the state, taking into account need, safety hot spots and future demand	NHDOT, RPCs

4.3	Distribute bicycle education and encouragement programs throughout the state, including traditionally underserved communities	NHDOT, RPCs
4.4	Track progress and impact of Goal #4 through Performance Measures	
	1 – Percent of residents in traditionally underserved neighborhoods walking or bicycling to work (per ACS data)	RPCs

GOAL 5 – SAFETY: Increase Pedestrian and Bicycle Safety with Policies and Programs

OBJECTIVE		Responsible Parties
5.1	Promote “Vision Zero” by working to eliminate pedestrian and bicycle-related fatalities and collisions through increased use of target speeds, traffic calming measures and speed enforcement	NHDOT, State Police, local police
5.2	Support third-party bicycle safety and education efforts with funding and/or organizational capacity	NHDOT, RPCs
5.3	Develop a statewide driver education campaign aimed at improving behavior around pedestrians and bicyclists; these changes should lead to a revised version of both the driver’s manual and the driver’s exam	NHDOT, NH DMV
5.4	Work with state and local police to train officers on safe bicycling practices and current laws related to bicycling	State and local police
5.5	Encourage municipalities to conduct before and after studies of new bicycle facilities to measure effectiveness	RPCs
5.6	Continue the use of the statewide online input map in order to track the location of pedestrian and bike near-misses and other incidents	NHDOT
5.7	Prioritize pedestrian and bicycle access and safety along roads within two miles of a public or private K-12 school	NHDOT, municipalities
5.8	Track progress and impact of Goal #5 through Performance Measures	
	1 – Reduction in the pedestrian and bicycle-related fatality, injury, and crash rates	NHDOT, state and local police
	2 – Number of bicycle safety and education classes held by statewide and local advocacy groups, and number of participants	NHDOT, advocacy groups
	3 – Funding level for bicycle safety education programs	NHDOT
	4 – Increase in the percentage of police officers going through training programs related to traffic laws related to safety	State and local police

	5 – Increase in the traffic violations citation rate for all categories of driver violations	State and local police
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GOAL 6 – ECONOMY: Leverage Walking and Bicycling to Promote Economic Development

OBJECTIVE		Responsible Parties
6.1	Use investments in walking and bicycling facilities to enhance New Hampshire’s brand, recruit new businesses and job-seekers, and keep young people/college graduates in the state	NHDOT, Dept of Business & Economic Affairs (DBEA)
6.2	Encourage local land-use policies and urban design strategies that encourage walkability and bicycling	Office of Strategic Initiatives, RPCs municipalities
6.3	Further highlight walking and bicycling as a critical part of New Hampshire’s quality of life in order to promote new workforce housing and tourism	Visit NH, DBEA, NH Dept of Travel & Tourism, Chambers of Commerce
6.4	Further bolster New Hampshire as a bicycle tourism destination for both road and mountain biking through more-contiguous bicycle routes and promotional programs	NHDOT, Office of Strategic Initiatives, Visit NH, NH Dept of Travel & Tourism,
6.5	Promote more applicants for the League of American Bicyclists (LAB) Bicycle Friendly America program in order to appeal to businesses looking to locate in bicycle-friendly cities and towns	NHDOT, RPCs
6.6	Recruit additional businesses related to outdoor recreation and the bicycle industry (e.g. bicycle builders, equipment manufacturers, apparel companies, etc.) in order to enhance the state’s brand as one welcoming to outdoor recreation	NHDOT, DBEA, NH Dept of Travel & Tourism,
6.7	Encourage municipalities to amend existing land use regulations that bundle parking and building costs	NHDOT, RPCs
6.8	Track progress and impact of Goal #6 through Performance Measures	
	1 – Increase in the number and level of designated LAB bicycle friendly communities, bicycle friendly businesses and bicycle friendly universities	NHDOT

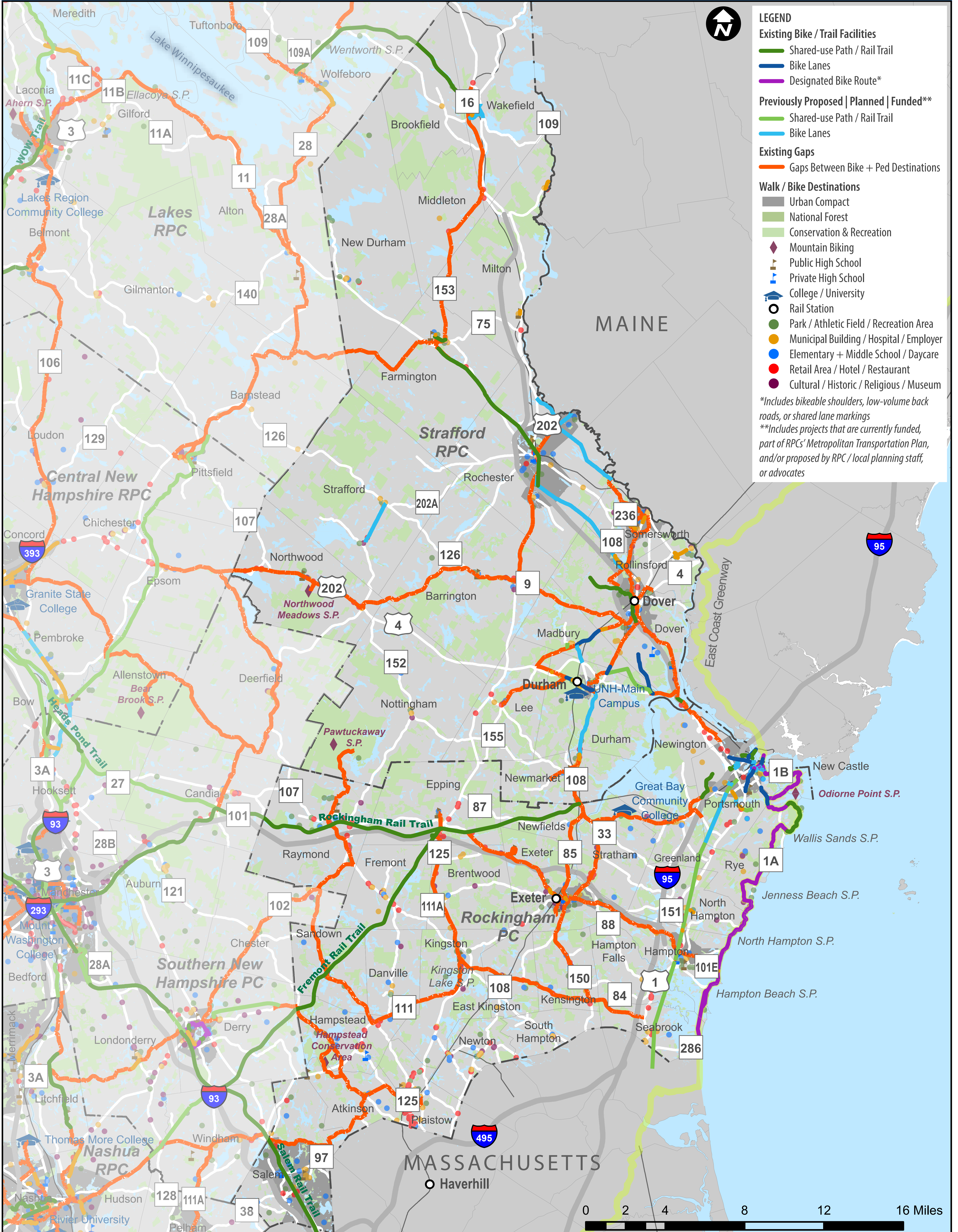
	2 – Track the linear length of the longest contiguous bike route (rail-trail, on-street route or combination of both) that can be used by bicycle tourists and tour groups	NHDOT, NH Dept of Travel & Tourism
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GOAL 7 – HEALTH: Improve Public Health through Walking and Bicycling

OBJECTIVE		Responsible Parties
7.1	Enable residents and visitors to meet the CDC’s recommended physical activity guidelines ³⁰ through utilitarian walking and bicycle use	NH Department of Health and Human Service (DHHS)
7.2	Partner with local organizations to promote automobile mode shift to walking and bicycling for personal and public health using public education campaigns	NHDHHS, RPCs, NH Bureau of Enviro. Services, municipalities
7.3	Partner with public health organizations and officials to identify data needs to measure the impacts of walking and bicycling on public health	NHDHHS, RPCs, municipalities
7.4	Incorporate questions about walking and bicycling activity in statewide surveys, such as the Behavioral Risk Factor Surveillance System (BRFSS)	NHDHHS
7.5	Expand the number and scope of programs that educate students about pedestrian and bicycle safety in all schools	NHDOT, Dept of Education, local police
7.7	Track progress and impact of Goal #7 through Performance Measures	
	1 – Rate of physical activity (exercise) reported in the BRFSS	NHDHHS
	2 – Percentage change in adult and child obesity, fitness and activity levels in NH	NHDHHS
	3 – Percentage increase of K-12 students involved in a walking and bicycle safety event annually	NH Dept of Education, RPCs, NHDOT SRTS Program

³⁰ Guidelines from the Centers for Disease Control and Prevention can be found at:
https://www.cdc.gov/cancer/dpcp/prevention/policies_practices/physical_activity/guidelines.htm

DRAFT Seacoast Area Gap Analysis Map



LEGEND

Existing Bike / Trail Facilities

- Shared-use Path / Rail Trail
- Bike Lanes
- Designated Bike Route*

Previously Proposed | Planned | Funded**

- Shared-use Path / Rail Trail
- Bike Lanes

Existing Gaps

- Gaps Between Bike + Ped Destinations

Walk / Bike Destinations

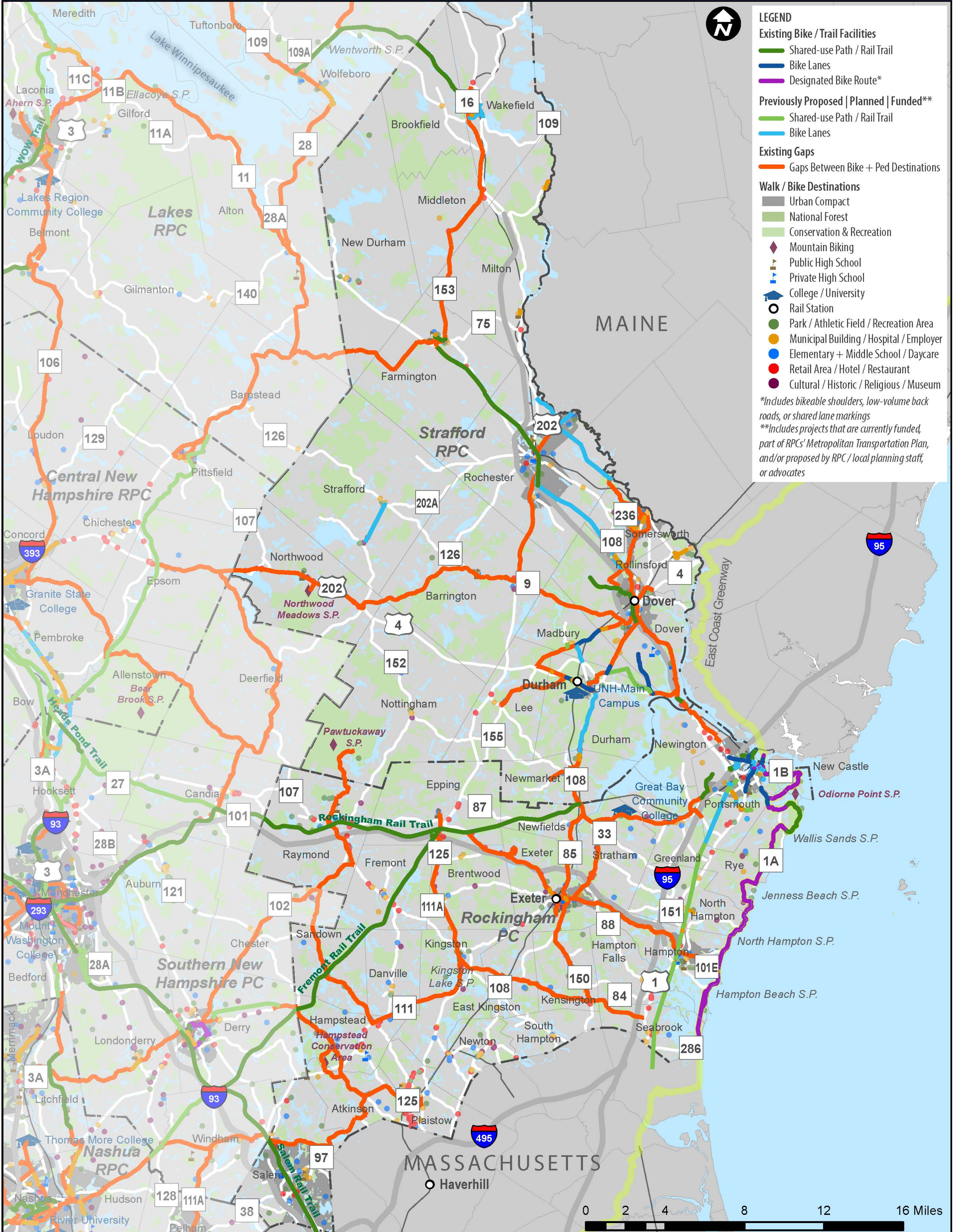
- Urban Compact
- National Forest
- Conservation & Recreation
- Mountain Biking
- Public High School
- Private High School
- College / University
- Rail Station
- Park / Athletic Field / Recreation Area
- Municipal Building / Hospital / Employer
- Elementary + Middle School / Daycare
- Retail Area / Hotel / Restaurant
- Cultural / Historic / Religious / Museum

**Includes bikeable shoulders, low-volume back roads, or shared lane markings*
***Includes projects that are currently funded, part of RPCs' Metropolitan Transportation Plan, and/or proposed by RPC / local planning staff, or advocates*

DRAFT Seacoast Area Shoulder Space Analysis Map



DRAFT Seacoast Area Gap Analysis Map



LEGEND

Existing Bike / Trail Facilities

- Shared-use Path / Rail Trail
- Bike Lanes
- Designated Bike Route*

Previously Proposed | Planned | Funded**

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- Urban Compact
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DRAFT Seacoast Area Shoulder Space Analysis Map



2020-2021 Draft UPWP Highlights

The draft 2020-2021 Unified Planning Work Program is relatively unchanged from prior years and iterations. All nine regions in NH follow a consistent framework and outline for their UPWP.

Highlighted changes for the next two year funding cycle include:

- Task 202-Planning and Environmental Linkages: specified a list of activities to be conducted in response to current local and regional priorities
- Performance Based Planning is no longer a standalone task but is fully integrated within the TIP (Task 205) and MTP (task 208)
- Task 208-Metropolitan Transportation Plan: added time and emphasis to conduct a full update this summer and fall.
- Task 210-State Long-Range Transportation Plan: previously this task was included as a place holder. DOT has requested we program a limited amount of time to participate in an upcoming planning process.
- Task 212-Freight Planning: This has been a previously on-hold emphasis area. DOT is completing the state freight plan and we have been asked to add this as a stand alone task to add emphasis. Once the state plan is complete SRPC will begin its own freight plan.
- Task 402-Statewide Asset Data Exchange System: this task has been “re-branded” to expand beyond the RSMS component of SADES to pull all SADES activities under one task (others were previously included under task 403).
- Task 406-Transportation Model: focus is shifted from data development to launching the model and running scenarios.
- Task 407-Memberships, Subscriptions, and Professional Costs: this is purely an administrative change, moving the location of this task within the program to be consistent statewide.
- Task 501-Local and Regional Assistance: Parking studies and analyses have been added to the list of available services in response to interest in several communities to modify parking requirements in local ordinances.
- Task 504-Special Projects: DOT has agreed to fund a portion of regional housing needs assessments, as required by RSA 36, recognizing the interrelationship between housing and transportation. (Note: the task number assigned to this activity may change).

Budget: There have been some modifications to the budget to reflect increased staff time for various items as needed (such as the MTP) and decreased where emphasis is waning (transportation model development). Generally, the two years of funding are split evenly between each fiscal year. The difference being funding for the Housing Needs Assessment is only included in the first year. The cost difference is added to

Local Technical Assistance in year two.

Table 1: 2020-2021 Unified Planning Work Program Category & Task Outline

Category 100: Administration & Training	
Task #	Task Title
101	Invoices, Accounting, Audits, & Reports
102	Program Administration UPWP Development & Amendments UPWP Administration & Reporting SMPO Prospectus & Bylaws Certifications, Compliance, Planning Review & Reporting
103	Training Training Review of Transportation Materials
104	Indirect Cost Rate (Set Aside)
105	Performance Measures
Category 200: Policy & Planning	
Task #	Task Title
201	Ten-Year Plan (TYP) GACIT Statewide Ten-Year Plan
202	Land Use, Economic Development, & Environmental Linkages Climate Change, Livability and Sustainability Stormwater Management Natural Resource Management and Environmental Mitigation Natural Hazard Mitigation Land Use and Economic Development
203	Transportation Planners Collaborative
204	Interagency Consultation
205	Transportation Improvement Program Annual Listing of Obligated Projects 2019-2022 Transportation Improvement Program 2021-2024 Transportation Improvement Program Project Level Evaluation of System Performance Targets and Criteria Project Database
206	Congestion Management Process – NOT APPLICABLE
207	Intelligent Transportation System
208	Metropolitan Transportation Plan (MTP) Metropolitan Transportation Plan Development & Amendments System Performance Reporting Transportation and Environmental Justice
209	Transportation Air Quality Conformity
210	Statewide Long-Range Transportation Plan (SLRTP)
211	Access to Destinations Through Network Connectivity Complete Streets, Parking, Bicycle & Pedestrian Planning Assistance Walkability, and Public Health Planning Assistance Multi-Use & Recreational Trail Planning Assistance
212	Freight Planning

Table 1 (continued):

2020-2021 Unified Planning Work Program Category & Task Outline

Category 300: Public Involvement and Coordination	
Task #	Task Title
301 302 303 304	Technical Advisory Committee Committee Meetings Public Participation Plan (PPP) Public Outreach Public Involvement Media Activities & Website Inclusionary Actions Strafford MPO Representation Professional Presentations
305	Policy Committee
Category 400: Plan Support	
Task #	Task Title
401	Traffic Counts Traffic Count Data Collection, QA/QC, & Management Supplemental Traffic Counts Turning Movement Counts Bike/Pedestrian Count Data Collection & Management
402	Statewide Asset Data Exchange System Road Surface Management Systems SADES Culvert Assessments SADES Regional Sidewalk Inventory
403	GIS Collection, Development, and Maintenance of Transportation Data Layers & Inventories Standardized GIS Data Layers Regional Safety Analyses Assessment of Water & Natural Resources GIS Data Organization & Quality Assurance Regional Bicycle & Pedestrian Traffic Data Analysis Multimodal Transportation Infrastructure Inventories
404	Demographics & Socioeconomics Economic Data Demographic Data
405	Equipment Budget UPWP Equipment Administration Maintenance and repairs Transportation Equipment and Software Acquisition and Disposal
406	Transportation Model Model & Land Use Updates, Enhancements, & Development Coordination Building and Development Growth Analyses & Visualization
407	Memberships, Subscriptions & Professional Costs

Table 1 (continued):

2020-2021 Unified Planning Work Program Category & Task Outline

Category 500: Technical Assistance and Support	
Task #	Task Title
501	Local & Regional Assistance General Transportation Assistance Local Officials, Boards, & Committees Coordination with Other MPOs Scenic Byways Planning and Technical Assistance Parking Studies and Analysis Passenger and Freight Rail Planning Aviation Planning Port Planning
502	State & Federal Assistance
503	Program Support Congestions Mitigation Air Quality (CMAQ) Highway Safety Improvement Program (HSIP) Transportation Alternatives Program (TAP)
504	Special Projects Transportation and Regional Housing Needs Assessment
504.1	
505	Regional Coordinating Council Coordinated Plan Activities Planning Assistance to the Alliance for Community Transportation (ACT)
506	Transit Agency Support Planning Assistance to Regional Transit Providers Transit Data collection, Analysis and Mapping

Personnel Costs		Proposed FY2020-2021 2-Year Budget Totals			
		Direct Cost	Hours	Personnel Cost	Total Cost
101	Invoices, Accounting, Audits, & Reports	\$2,000	80	\$8,000	\$10,000
102	Program Administration	\$200	1067	\$80,000	\$80,200
103	Training	\$4,200	338	\$22,000	\$26,200
104	Indirect Cost Rate (Set Aside)	\$0		\$0	\$0
105	Performance Measures (training)	\$0		\$0	\$0
100	TOTALS	\$6,400	1485	\$110,000	\$116,400
201	Ten-Year Plan (TYP)	\$150	417	\$25,000	\$25,150
202	Land Use, Economic Development, & Environmental	\$600	467	\$28,000	\$28,600
203	Transportation Planners Collaborative	\$300	67	\$4,000	\$4,300
204	Interagency Consultation	\$300	67	\$4,000	\$4,300
205	Transportation Improvement Program	\$600	850	\$51,000	\$51,600
206	Congestion Management Process - NA	\$0	267	\$16,000	\$16,000
207	Intelligent Transportation System	\$0	133	\$8,000	\$8,000
208	Metropolitan Transportation Plan (MTP)	\$600	1083	\$65,000	\$65,600
209	Transportation Air Quality Conformity	\$0	17	\$1,000	\$1,000
210	Statewide Long-Range Transportation Plan	\$0	50	\$3,000	\$3,000
211	Access to Destinations through Network Connectivity	\$400	500	\$30,000	\$30,400
212	Freight Planning	\$0	500	\$30,000	\$30,000
200	TOTALS	\$2,950	4417	\$265,000	\$267,950
301	Technical Advisory Committee	\$100	545	\$30,000	\$30,100
302	Committee Meetings	\$0	36	\$2,000	\$2,000
303	Public Participation Plan	\$0	200	\$10,000	\$10,000
304	Public Outreach	\$1,000	909	\$50,000	\$51,000
305	Policy Committee	\$250	618	\$34,000	\$34,250
300	TOTALS	\$1,350	2309	\$126,000	\$127,350
401	Traffic Counts	\$8,000	2750	\$110,000	\$118,000
402	Statewide Asset Data Exchange System	\$1,500	1038	\$41,500	\$43,000
403	GIS Collection, Development & Maintenance...	\$1,000	1764	\$123,500	\$124,500
404	Demographics & Socioeconomics	\$100	154	\$10,000	\$10,100
405	Equipment	\$26,000	50	\$2,000	\$28,000
406	Transportation Model	\$2,000	942	\$51,830	\$53,830
407	Memberships, Subscriptions, & Professional Costs	\$0	0	\$0	\$0
400	TOTALS	\$38,600	6698	\$338,830	\$377,430
501	Local & Regional Assistance	\$4,000	1636	\$90,000	\$94,000
502	State & Federal Assistance	\$0	250	\$15,000	\$15,000
503	Federal Program Support	\$250	455	\$25,000	\$25,250
504	Special Projects	\$0	73	\$4,000	\$4,000
504.1	Regional Housing Needs Assessment	\$250	183	\$11,000	\$11,250
505	Regional Coordinating Council	\$0	127	\$7,000	\$7,000
506	Transit Agency Support	\$250	250	\$15,000	\$15,250
500	TOTALS	\$4,750	2974	\$167,000	\$171,750
Grand Total		\$54,050	17883	\$1,006,830	\$1,060,880